

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINE-NEZ AND EYE PRESERVES.
FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
HARTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

JAPAN COALS.
KAISHA
(MITSUI & CO.)
HEAD OFFICE: 1, SUZUKI-CHO, TOKYO.
LONDON BRANCH: 24, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDING, 105 HONG KONG STREET, FIRST FLOOR.

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chongqing, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimonoaki, Moji, Waka-
matsu, Karatsu, Nagasaki, Kuchino, Sasebo, Maizuru, Miike, Hakodate,
Fukuoka, etc.
Telegraphic Address: 'MITSUI' (A.B.O. and A.I. Codes.)
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the
Japan Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mitsu, Tagawa, Yamano, and Ida Coal Mines.
THE OFFICES for Hokkaido, Honshu, Kanagawa, Fukuoka, Yamaguchi, Munakata,
Tokushima, etc.
S. MINAMI, Manager, Hongkong.
Hongkong, May 31, 1904.

Ideal Milk
ENRICHED 20 PER CENT.
WITH CREAM.
Sterilized—Not Sweetened.
A PERFECT SUBSTITUTE
FOR FRESH MILK.



Perfect Beauty
DARTRING 'LANOLINE'
No imitation can bear the 'Dartring'
No imitation can be called 'Dartring'
DARTRING TOILET 'LANOLINE'
DARTRING 'LANOLINE' TOILET SOAP
Wholesale: 10, Victoria Street, London, E.C.

ENO'S A SIMPLE REMEDY
FOR ALL 'FRUIT IMPURITIES
OF THE BLOOD.
SALT.
'It is not too much to say that the merits of
ENO'S 'FRUIT SALT' have been published, tested, and
approved, literally from Pole to Pole, and that its
cosmopolitan popularity to-day presents one of the
most signal illustrations of commercial enterprise to be
found in our trading records.—European Mail.
CAUTION. See Capsule marked ENO'S 'FRUIT SALT'. Without it you have a
WORTHLESS IMITATION.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENGLAND.
by J. C. ENO'S PATENT.
Sold by Chemists, &c., everywhere.

van Houten's
Best
& GOES FARTHEST
Cocoa
EXQUISITE FLAVOR

Intimations.

MITSUBISHI KAWAISHA
(MITSUBISHI CO.)
COAL DEPARTMENT.
MARUNO-UCHI, TOKYO.
CABLE ADDRESS: 'IWASAKI'
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

ALL LETTERS ADDRESSED
MANAGER, MITSUBISHI CO., WITH
NAME OF PLACE UNDER.

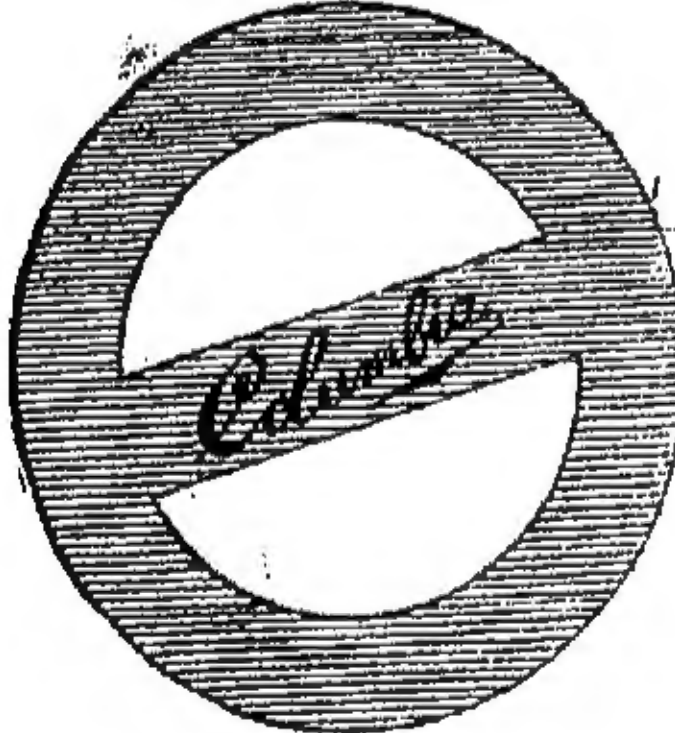
BRANCH OFFICES.
NAGASAKI, MOJI, KURE, KATATSU
AND HANKOW.

AGENCIES.
SHANGHAI: H. J. H. TRIM.
HONGKONG: H. U. JEFFERIES.
MANTAL: COMPANIA MARITIMA
YOKOHAMA: M. ANAYA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies;
the Imperial Armaments; the Imperial Railways;
Sanyo, Kishu and the other Principal
Railways; Industrial Works; Home and
Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila,
North China, Korean ports and America.
SOLE PROPRIETORS of Takashima,
Ochi, Shinno, Nanzan and Kuni
Yamada Collieries, and also Hojo Colliery,
which will be ready to produce on a large
scale the best Buzen Coal from 1905.
Sole Agents for Kigyo, Komatsu (Tagawa)
and Matsushita Coals.
The Head and Branch Offices and
Agencies of the Company will receive any
order for Coal produced from the above
Collieries.
Coal sold in 1903 by the Company
amounted to 1,210,000 tons.

TAKASHIMA COAL.
New and additional shafts at the Takashima
Colliery have been completed and
this well-known best and most economical
steam coal in the East is now produced in
abundance and can be supplied in any
quantity.
Hongkong, April 25, 1904. 777
THE TRADE MARK ORDINANCE
1898
APPLICATION FOR REGISTRATION
OF TRADE MARK

NOTICE IS HEREBY GIVEN that
the POPE MANUFACTURING
COMPANY, of Manhattan Borough, New
York, United States of America, have on
the 4th day of December, 1903, applied
for the Registration, in Hongkong, in the
Register of Trade Marks, of the following
Trade Mark:



in the name of POPE MANUFACTURING
COMPANY who claim to be the
Proprietors thereof.
The Trade Mark has been used by the
Applicants in respect of the following
goods:
BICYCLES, in Class 22.
A Facsimile of the Trade Mark can be
seen at the Office of the Colonial Secretary
of Hongkong.
Dated 7th day of July, 1904.
DENNIS & BOWLEY,
Solicitors for the Applicants.

THE TRADE MARKS ORDINANCE
1898.
APPLICATION FOR REGISTRATION
OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that
FERDINAND BORNEMANN of
Victoria, Hongkong, Merchant, has on the
22nd day of June, 1901, applied for the
Registration, in Hongkong, in the Register
of Trade Marks, of the following Trade
Marks:

1. The Picture of a LOTUS LILY
growing in a Pool of Water.
2. The Chinese Words 'TIN KUNG
MARK' (天公嘜) meaning
Heaven Father Mark, and under-
neath the representation of Clouds
and a Cock.
in the name of FERDINAND BORNEMANN
who claims to be the Sole Proprietor
thereof.
The Trade Marks are intended to be used
by the applicant, forthwith, in respect of
the following goods:—

1. NEEDLES in Class 13.
2. INDIA RUBBER BOOTS AND SHOES
in Class 33.
Facsimiles of the Trade Marks can be
seen at the Office of the Colonial Secretary
of Hongkong.
Dated the 9th day of July, 1904.
DENNIS & BOWLEY,
Solicitors for the Applicant.

1897.

Intimations.

THE HONGKONG AND KOWLOON
WHARF AND GODOWN CO., LD.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the Hongkong & Kowloon
Wharf & Godown Company, Limited, will
be held at Messrs JARDINE, MATHE-
SON & Co.'s OFFICES, Pedder Street,
Victoria, Hongkong, on THURSDAY, the
22nd day of September, 1904, at 12.15 P.M.,
when the subjoined Resolutions which were
passed at the Extraordinary General Meet-
ing of the Company held on the 31st day of
August, 1904, will be submitted for con-
firmation as Special Resolutions:—

1.—That the Capital of the Company be
increased from \$1,500,000 to
\$2,000,000 by the creation of 10,000
New Shares of \$20 each.
2.—That such New Shares be issued at a
premium of \$30 per Share and be
offered to those persons who are
registered as Shareholders of the
Company on 1st October, 1904, in the
Proportion of One New Share
for every complete Three Shares
held by them on 1st October, 1904.
3.—That the amount due for the New
Shares shall be called up on 1st
December, 1904.
Dated the 2nd September, 1904.
By Order of the Board,
EDWARD OSBORNE,
Secretary.

NOTICE CONVENING SECOND
EXTRAORDINARY GENERAL MEET-
ING OF THE COMPANY.

THE NATIONAL BANK OF CHINA,
LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the above-named Company will
be held at the BANK PREMISES,
Queen's Road, Victoria, Hongkong, on
SATURDAY, the 24th day of September,
1904, at 12 o'clock Noon, when the Resolu-
tion set out below, which was passed at the
Extraordinary General Meeting of the
Company held on the 3rd day of September,
1904, will be submitted for confirmation as
a Special Resolution.

RESOLUTION.
'That the Capital of the Company be
reduced from \$1,000,000, divided into 750
Shares of \$1 each (Founders' Shares), and
99,925 Shares of \$10 each (Ordinary
Shares), to \$269,475, divided into 99,925
Shares of \$27 each; and that such reduction
be effected by writing off the whole amount
paid or credited as paid on the 750
Shares of \$1 each and cancelling those
Shares, and by writing off of \$3 per Share,
part of the sum of \$3 per Share which has
been paid or credited as paid on the 40,463
Shares of \$10 each which have been issued,
and by reducing each of the 99,925 SHARES
of \$10 each to a Share of \$27.'

By Order,
GEO. W. F. PLAYFAIR,
Chief Manager.
Hongkong, September 7, 1904. 1649

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific service, and until further
notice, to Book Cargo and issue Bills of
Lading to SEATTLE, WASH., VICTORIA,
B.C., and PACIFIC COAST
PORTS, also to OVERLAND POINTS
in the UNITED STATES and CANADA
in connection with the GREAT NORTH-
WESTERN RAILWAY from SEATTLE as
advised by the SHIPPERS of the NORTH-
WESTERN PACIFIC S.S. COY. BOSTON
STEAMSHIP and TOWBOAT COYS.,
OCEAN S.S. COY. and CHINA MUTUAL
S.S. COY.
For further Particulars apply at the
Company's Local Branch Office in Prince's
Buildings, First Floor, Chater Road.
A. S. MIHARA,
Manager.
Hongkong, May 20, 1904. 1597

BOARD AND RESIDENCE.

'KILLADOON.'
ON North Spur of MORRISON HILL,
151, WANCHAI ROAD—Eight,
Airey and Wall furnished Double and Single
Rooms with full view of the Harbour.
With or without board.
For Terms, apply on the Premises, to
Mrs G. S. WEBB.
Hongkong, July 20, 1904. 1381

THE RAMSGATE OF HONGKONG.
METROPOLE HOTEL.

THREE Miles out on the Shan-ki-wan
Road—Electric Trams pass the Doors
every few minutes.
The ONLY HOUSE on the Road.
The popular resort of the Colony, occupying
a Charming Seaside Situation and
commanding the most extensive view of the
Harbour and Kowloon Peninsula.
There is Accommodation for a few
Boarders.

GOOD SEA BATHING.

REPRESENTATION SERVED OF THE FIRST
QUALITY ONLY.

PRIVATE TIFINS AND DINNERS
Prepared in First-class Style on the shortest
notice.
Dinner Parties and Picnics Catered for.
JAS. CHRISTIE,
Proprietor and Manager.
Hongkong, August 13, 1904. 1385

KING EDWARD
HOTEL.

A HIGH-CLASS PRIVATE
HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.
For terms, &c., apply to the
MANAGER.
Hongkong, June 10, 1904. 1520

Intimations.

When you use **BEER** in your home,
in the Hotel, or in the Club, you
ought to buy the Purest and
Best. Nothing but the purest
food product is suitable for the
table.

THE PURE FOOD EXPERTS AGREE THAT

RAINIER BEER

REPRESENTS THE CHOICEST AND MOST PALATABLE INFUSION OF
HOPS AND BARLEY MALT WHICH THE MODERN SCIENCE OF
BREWING HAS PRODUCED.

RAINIER IS THE BEER OF QUALITY.

M. J. CONNELL,

SOLE AGENTS,

7, BEACONSFIELD ARCADE, HONGKONG, & PHILIPPINES.
Hongkong, September 8, 1904. 1373

To Let.

TO LET.

STONEHAYEN, 35, Robinson Road,
Containing 2 VENTILATED ROOMS,
with Kitchen, Servants' Quarters and a
Spacious Tennis Court. Possession 1st
September.
Apply to
SAM WANG & CO., LD.
Hongkong, August 8, 1904. 1601

TO LET.

NO. 1, STEWART TERRACE, The
Peak.
Apply to
THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LD.
Hongkong, March 26, 1904. 1602

TO LET.

NO. 4, ORMSBY VILLAS, Kowloon.
Apply to
SAM WANG & CO., LD.,
31, Queen's Road Central.
Hongkong, July 20, 1904. 1603

TO LET.

A EUROPEAN HOUSE, No. 158, Praya
East, Four Rooms and Kitchen,
Servants' Quarters, Bathrooms, Hot and
Cold Water. Good Sea View.
Apply to
JARDINE, MATHESON & CO.,
Hongkong, August 8, 1904. 1606

TO LET.

A LARGE OFFICE on GROUND FLOOR
of No. 2, WYNDHAM STREET. Posses-
sion 1st August, 1904.
Apply to
THE SECRETARY,
The Bowling Club, Ltd.
Hongkong, July 13, 1904. 1605

TO LET.

SAVOY CHAMBERS, Kowloon, a Four-
ROOM FLAT To Let.
Apply to
ANGLO-AMERICAN STORES,
Hongkong or Kowloon.
Hongkong, June 25, 1904. 697

TO LET.

GODOWN No. 6, NEW PRAYA, KEN-
SEW TOWN.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, July 23, 1904. 1608

TO LET.

TWO ROOMS on the First Floor of
ALEXANDRIA BUILDING.
Apply to
SECRETARY,
A. S. WATSON & CO., Limited.
Hongkong, June 16, 1904. 1604

TO LET.

FURNISHED HOUSE, in Kowloon.
FOUR ROOMS, Cool and Airy. Six
Months' Tenancy required. Particulars
can be obtained from
'R. A.'
Care of 'CHINA MAIL' Office.
Hongkong, August 29, 1904. 1687

HONGKONG CLUB.

TO LET.

A SUITE of 2 ROOMS, on the Ground-
floor of the Annex, suitable for
Offices.
For Particulars, apply to the Under-
signed.
O. H. GRACE,
Secretary.
Hongkong, June 2, 1904. 1599

TO LET.

NO. 5, SALISBURY AVENUE, Kow-
loon. Possession from 1st October.
Moderate Rental.
No. 6, GRANVILLE AVENUE. Im-
mediate Possession—Moderate Rental.
THREE FIRST-CLASS SHOPS, Euro-
pean Style, in Kowloon. Possession on or
about 31st August, 1905.
MODERATE RENTALS.
Apply to
DUMPHREYS' ESTATE & FINANCE
CO., LTD.
Hongkong, September 6, 1904. 645

To Let.

TO LET.

FURNISHED—Immediate Possession.
Low Rental. No. 3, BELILIOS
TERRACE.
Apply
'C. M.'
C/O WATKINS LTD.
Hongkong, September 8, 1904. 1655

TO LET.

OFFICES in Nos. 10 and 16, DES
VIGUEUX ROAD CENTRAL.
No. 17, WONG NAI CHONG ROAD, facing
Race Course.
No. 1, OLIFANT GARDENS.
No. 1, RIVER TERRACE, in FLATS.
FLATS in MORETON TERRACE, facing the
Polo Ground.
OFFICES, in Course of Erection, Con-
NAUGHT ROAD (near Black Pier).
GODOWN PRAYA EAST.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, August 18, 1904. 1609

TO LET.

FINE LARGE STORE, in QUEEN'S
ROAD CENTRAL. Most Central
Position.
Apply
Care of 'CHINA MAIL' Office.
Hongkong, September 5, 1904. 1637

TO LET.

NO. 52, HOLLYWOOD ROAD.
WILD DUE BUILDINGS, No. 147, WAN-
CHAI ROAD. Comfortable and Airy Flats
of 2 or 3 Rooms, from \$25 inclusive of
Rates.
And others to suit various requirements.
S. A. SETHI,
LAND & ESTATE BROKER,
DAILY FARM CO.
Hongkong, July 14, 1904. 1607

TO LET.

A Nicely FURNISHED BEDROOM,
Bathroom attached. Two Minutes
from Clock Tower.
Apply to
'M.'
Care of 'CHINA MAIL' Office.
Hongkong, September 2, 1904. 1652

CANTON.

OFFICE and GODOWN, on Shameen,
to be Let from 1st September.
Apply to
DEACON & CO.
Canton, September 1, 1904. 1616

For Sale.

FOR SALE.

ONE ICE-MAKING MACHINE, with
GAS ENGINE Complete.
For Full Particulars, apply to
HUGHES & HOUGH,
8, Des Vaux Road.
Hongkong, June 27, 1904. 1609

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction,
on
SATURDAY,
the 10th September, 1904, at 2.30 P.M., at
his Sales Rooms, QUEEN'S ROAD,—

AN ASSORTMENT OF
FIRST-CLASS JAPANESE, CURIOS,
Comprising:—
FINE ART OLD SATSUMA, FINE CLO-
SONE, FANCY BRONZES, IVORY CARVINGS,
CUT-VELVET PICTURES, ALBUMS, CARVINGS,
FINE KANGA TEA SETS, VASES and ORNA-
MENTS, and SILE KIMONOS.
TERMS OF SALE:—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, September 2, 1904. 1621

MACAO AND CANTON
HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG to
MACAO, thence to CANTON and
back to HONGKONG, will be found in-
teresting and enjoyable.
W. J. FARMER,
Proprietor.
Hongkong, March 10, 1904. 483

HANDICAPPING ENGINEERS.

The conservatism of Government de-
partments generally is nowhere more operative
than at the Board of Trade; a fact clearly
exemplified in a Court of Survey instituted
under the Merchant Shipping Act, which
has just decided an important case in con-
nection with condensers on steam turbine
marine machinery. The justices, in giving
their decision, obviously could not refrain
from very severely animadverting upon
this conservatism, with its restrictive ten-
dencies. The primary cause is probably the
defects in the constitution of the Board of
Trade, which arise from the lack of any re-
presentative character; and, largely as a re-
sult of this, the officials, whose primary
duty—so far as engineering matters are con-
cerned—is to ensure the safety of the public,
refuse to take even problematical risks.
There is no need to refer to the natural
disinclination of the average Government
official to accept responsibility of any kind;
it is a psychological condition which comes
with the conditions of service; because,
since neither initiative nor courage brings
promotion, there is little tendency to depart
from the very prescribed limits of 'use and
want.' The consequences have been that in
the development of engineering science the
Board of Trade has acted continuously and
consistently as a brake, more or less severe.
Almost innumerable instances might be
quoted where progress in Britain has been
severely handicapped, in comparison with
the free advance in foreign countries under
less restrictive administration. The primary
duty of the Board of Trade is to ensure the
safety of the public; but it is also, contends En-
gineering, responsible to the engineer and
the shipbuilder. If, however, it appears
that there is no real public question,
and that, in their zeal for the public safety,
the Board are unnecessarily imposing restric-
tions upon industry—especially so in in-
dustry in its development stage, which, from a
practical engineering point of view, are
most fanciful. They are suppositions upon
which no constructed piece of machinery
was ever made, and however tested, could
be said to be sufficient. Any strength of
test, for instance, of a boiler, is futile if, in
considering its efficiency, it is to be ap-
proached that it has been left empty with a
pound under it. Nor is the test of steering-
gear of any value, if it is to be assumed
that the vessel is running without the rudd
at the wheel.

JUPITER.

A Wonderful Cloud World.
Jupiter is not only by far the largest
planet in the solar system, but his telescopic
aspect is both unique and unrepresentative.
Astronomical photography, wonderful
though its achievements have been, is not
yet sufficiently delicate in its operations to
picture Jupiter as a powerful telescope
shows him. The innumerable and contin-
ually shifting details of his great oval disc
are blurred and lost in the best photographs.
Yet his is without exception the most
animated and expressive planetary 'face'
within our ken. It seems to tell its story
in a most graphic fashion, but with looks,
hintings, and glances which change and
vanish and reappear with bewildering
rapidity and variety, withholding their
meaning, while repeating over and over
again the same apparent pantomime.
The explanation of this animated sphinx
face of Jupiter is evidently to be found in
the constitution of the huge planet. In-
stead of seeing something solid and definite,
like the mountains of the moon or the
streaked and spotted surface of Mars, we
behold only a vast cloud sphere, whose
belts and zones are supposed to represent
vapors, spun into parallel of latitude by
the rapid rotary motion of the globe be-
neath.

It is this hint of a hidden world beneath
the clouds of Jupiter that attracts the im-
agination. What kind of a planet can it
be which, exceeding this earth more than
a thousand times in magnitude, yet whirls
upon its axis so swiftly that its giant body
makes a complete turn in less than 10
hours by its clocks? Behind that con-
spiring curtain, whose contrivances plain-
ly indicate a tremendous activity of the
energies at work, what new creation
is in progress? As the astronomer gazes,
he longs to reach out and strip off the mask.
His eagerness and his disappointment are
like those of a spectator who, from a com-
manding height, looks over a battlefield
buried in smoke, where gleams of fire,
driving vapors and glimpses of dim moving
shadows fascinate his eyes and torment his
imagination, but yield no logical deduction
to his reason.

Yet there is at least one peep-hole. In
the southern hemisphere of Jupiter, in the
midst of the belts, dark, of light, and of
tinged clouds, appears an oblong shape,
red as a blown ember at times, then fading
to an ashy hue, or disappearing. No name
has been found for it, but the 'Great
Red Spot.' It is even more enigmatical
than the canals of Mars, because a rational
explanation of them, based on human con-
ceptions and human experience of natural
phenomena, can be and has been offered.
But only the wildest guesses have ever
been made concerning the nature of
Jupiter's Great Red Spot.

Is it really an opening in his cloudy
curtains, or is it something aloof, balloon-
like, in his atmosphere—something exceed-
ing our globe many times in volume? The
birth of a new satellite, perhaps, as the
moon is said to have been wringed from
the body of the earth while it was yet
molten with heat.
Whatever it may be or may mean, the
significant thing about the Great Red Spot
at present is its brightening. In 1879, the
spot glowed like an enormous carbuncle on
the great ring of Jupiter's south equatorial
belt.

HOTEL ORAIGIBURN.

PUNKET'S GAP, THE PEAK.
near the TRAM TERMINUS. TELEPHONE 66.
For Terms,
Apply to the MANAGER. 741

ZETLAND HOUSE

SUPERIOR ACCOMMODATION.
(Opposite Cornhill House).
No. 10, QUEEN'S ROAD CENTRAL.
MODERATE CHARGES.
Mrs. WATLING, Proprietress.
Hongkong, July 27, 1904. 1374

S. I. N. T. I. N. G.
S. I. N. T. I. N. G.
No. 14, D'ARCY STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1900. 69

HAPPY BOERS AT THE
BERMUDAS.

Forced to Leave the Islands.

Seven happy Boers have been leading a luxurious life in the beautiful Bermudas at the expense of the British Government. At last the British Government has put its foot down, and the seven Boers are now on their way to South Africa. They were the last of the irreconcilables, and they resolutely refused to barter their Bermudan luxury in return for an oath of allegiance. They were not home sick, but exceedingly contented with the fate that made them exiles de luxe. Various modes of conciliation were essayed by the British Government. All were fruitless. At last the Boer General Pretorius was sent from South Africa to show the seven the error of their ways. The officers of the garrison asked him to lunch, but Pretorius was anxious to get right away to his fellow-countrymen. He came back soon afterwards, rather in a hurry. The house-sitters had abandoned the prophet. Then the British Government grew angry with the Boers, and turned them out of their pension quarters. They camped out in the chief street of Hamilton—still happy. They did their cooking, their eating, and their washing in the open street. The police swooped down, threatened to arrest them as vagrants, and to make them work. This was too much for them. They capitulated at once, and asked for the nearest place where they could take the oath of allegiance. Finally they were bled on board a steamer, shipped to the States, and then to England on the way to South Africa. They landed in Liverpool.

SURGERY AND EVOLUTION.

The certain surgical operations may, by saving the life of the individual, thwart the designs of nature, which demand the death of the individual in order to save the race from transmitted disease. It is contended by Edwin G. Dyer in a communication to Science (July 1). The writer makes a particular application to the case of the operation for appendicitis, which is now regarded as a certain instance of an even that is good for the individual but bad for the race, thus forming an exception to one of the fundamental rules of evolution. He says: "Since the old theory of foreign body wounds, gastric ulcers, and the like, in the appendix as the cause of the trouble has been proven false, at least in a vast majority of cases, we are forced to consider appendicitis a disease, and inflammation of a particularly serious nature, yet no more. Appendicitis in its origin then is similar to congenital diseases in other parts of the body. But scientists tell us that diseases of all sorts—at least the predisposition to them—are transmissible: that they run in families, and that the probability is greater that the children of diseased parents will fall heir to the particular qualities of the latter than the children of unaffected parents will be troubled by them. It is true that in the case of appendicitis, recent acquisition as it is to the catalogue of bodily ills, we have no exact data in support of the belief that it is transmissible, yet reasoning from analogy we have every right to believe that it is so. A hereditary predisposition to many other forms of inflammation similar in all respects except that of the part affected has been fully demonstrated, and the inference is certainly a logical one that appendicitis is no exception to the rule.

But under the conditions of nature such a transmission of disastrous predisposition taken care of through the early death of the individual with the consequent impossibility of passing them to the descendants. If death comes before the period of maturity is reached, the lack of begetting the race is assured so far as the means the total annihilation of the race is concerned, of disastrous consequence to the particular line of descent. If it comes early in maturity, such annihilation is not absolute, but only relative; the danger to the race increasing with the length of life as measured by the number of children. In any event nature demands death without offspring on the part of the individuals possessing racially disastrous predispositions. Yet that is what the prolongation of life through surgical intervention contravenes. All danger of death from the particular diseased part, so far as the individual is concerned, is removed without lessening seemingly one whit its disastrous effects upon the race. A long life is assured so far as the particular disease is concerned, and all other things equal, a correspondingly large family with all the laws of heredity potent, so far as the probable transmission of the difficulty is concerned. To believe that the surgical removal of the diseased part does away with the probability of the transmission of the disease would be to accept the theory of the transmission of mutilations. This few thinking persons, familiar with the field of scientific thought, are willing to do.

MOTHER
SEIGEL'S SYRUP
AIDS DIGESTION—CURES INDIGESTION.

Relief for food and power to digest it are essential to sound health, for only by the digestion and assimilation of food can lost or worn-out bodily tissue be replaced and life sustained. When digestion fails, as in dyspepsia or indigestion, both body and brain are starved, the patient becomes languid or restless, loss of appetite, pains after eating, fullness at the chest, palpitation, headaches, loss of sleep, and a few of the many disorders which have their origin in imperfect digestion and nutrition. The drops of Mother Seigel's Syrup, taken daily after meals, make food nourish you. It gives tone and vitality to the stomach, liver and intestines, thus ensuring the thorough digestion and assimilation of food.

HAS CURED THOUSANDS.

"For three years I suffered greatly from biliousness and indigestion. When I sat down to table I could eat hardly anything. Attacks of vomiting made me quite weak, and I was surprised at the change it effected in my condition. One rising in the morning I was seized with dizziness, and had no remained in quite the same condition. While at Cape Town, during the war, I heard of the wonderful qualities of Mother Seigel's Syrup, and I decided to give it a trial. After the first bottle the dizziness and bilious feeling left me, and I continued using the Syrup until I felt completely cured."—E. Petersen, Lower End, Main Street, Johannesburg, March 29th, 1904.

IT WILL HELP YOU.

Intimations.

A. S. WATSON & CO., LIMITED.
ISSUE OF 30,000 NEW SHARES OF
\$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 New Shares of \$10 each at a Premium of 10 per cent or \$11 a Share. Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per Share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$800,000, divided into 80,000 Shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 Shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit for them. They capitulated at once, and asked for the nearest place where they could take the oath of allegiance. Finally they were bled on board a steamer, shipped to the States, and then to England on the way to South Africa. They landed in Liverpool.

Hongkong, June 22, 1904. 1588

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MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian steamers call at Manila, and, in addition to these vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON ABOUT.	DUE.
Sept. 10	P. & O. Chusan	London	Oct. 9	Oct. 16
" 14	G. M. S. Ononisau	Hamburg	" 15	" 26
" 20	M. M. Ernest Simons	Marseilles	" 19	" 28
" 24	P. & O. Nabia	Bremen	" 23	" 30
" 28	M. M. Australian	Marseilles	Nov. 2	" 1
Oct. 1	P. & O. Bengal	London	" 6	" 13
" 12	G. M. S. Sachsen	Hamburg	" 11	" 22
" 18	M. M.	Marseilles	" 16	" 25
" 22	P. & O. Malta	London	" 20	" 27
" 26	G. M. S. Zienten	Bremen	" 25	Dec. 6
Nov. 1	M. M.	Marseilles	" 29	" 11
" 5	P. & O. Comandor	London	Dec. 4	" 11
" 9	G. M. S. Prinzess Alice	Hamburg	" 14	" 20
" 19	P. & O. Simla	London	" 18	" 25

AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Sept. 14	P. & A. Aragonia	Portland, O.	Oct. 14
" 17	P. M. S. China	San Francisco	" 25
" 23	P. M. S. Doric	San Francisco	" 25
Oct. 1	N. P. L. Tremont	Tacoma	Nov. 6
" 8	P. M. S. Siberia	San Francisco	" 18
" 14	P. M. S. Numantia	Portland, O.	" 18
" 20	P. M. S. Coyne	San Francisco	" 29
Nov. 1	do. Gaelic	do.	Dec. 9
" 12	do. Kres	do.	" 20
" 22	do. Mongolia	do.	" 31
Dec. 3	do. China	do.	" 1905
" 15	do. Doric	do.	Jan. 13
" 27	do. Siberia	do.	" 14
1905	do. Gaelic	do.	Feb. 4
Jan. 7	do. Kres	do.	" 17
" 19	do. Mongolia	do.	" 28
" 31	do. Gaelic	do.	Mar. 11
Feb. 11	do. Mongolia	do.	" 11

CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Sept. 21	C. P. R. Empress of Japan	Vancouver.	Oct. 12
Oct. 12	do. Athenia	do.	" 29
" 19	do. Empress of China	do.	Nov. 9
Nov. 2	do. Tartar	do.	" 26
" 16	do. Empress of India	do.	Dec. 6
Dec. 14	do. Empress of Japan	do.	1905
" 28	do. Athenia	do.	Jan. 4
1905	do. Empress of China	do.	" 21
Jan. 11	do. Tartar	do.	Feb. 2
" 25	do. Empress of India	do.	" 13
Feb. 8	do. Empress of India	do.	Mar. 1

AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Sept. 18	C. N. Changsha	Sydney.	Oct. 2
" 17	E. & A. Eastern	do.	" 8
" 30	C. N. Chingta	do.	" 23
Nov. 15	E. & A. Australian	do.	Dec. 5
" 16	C. N. Teiman	do.	" 6
" 16	E. & A. Empire	do.	" 7
" 25	C. N. Taitian	do.	" 7
Dec. 9	C. N. Changsha	do.	1905
" 14	E. & A. Eastern	do.	Jan. 1
" 28	C. N. Chingta	do.	" 18
1905	E. & A. Australian	do.	Feb. 1
Jan. 11	E. & A. Empire	do.	" 12
" 20	C. N. Taitian	do.	" 19
" 11	E. & A. Eastern	do.	" 29
Mar. 8	E. & A. Eastern	do.	" 29
April 5	" Australian	do.	April 16
May 3	" Empire	do.	May 24

His Britannic Majesty's Ships on the China Station

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	1700	12	3000	Comdr. Richard M. Harbord	Wellington
Albatross	battleship, 1st class	12,850	42	13,500	Captain Sydney R. Fremantle	Wellington
Albatross	ship	1080	6	1400	Comdr. R. Nugent	Wellington
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Wellington
Andromeda	cruiser, 1st class	11,000	16	18,000	Capt. R. N. Ommanney	Wellington
Bramble	gunboat, 1st class	710	6	1200	Lieut. Com. O. M. McKins	Wellington
Britomart	gunboat, 1st class	710	6	1200	Lieut. Comdr. T. D. Pratt	Wellington
Centurion	battleship, 1st class	10,700	14	13,500	Captain H. A. Arnold	Wellington
Cherub	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tabor	Wellington
Comet	water tank and tug	390	—	900	Comdr. Robert H. S. Stokes	Singapore
Edith	cruiser, 2nd class	6600	11	9600	Comdr. Ernest Barton	Hongkong
Epiphany	ship	1070	10	1400	Comdr. P. V. Lewis D.S.O.	Wellington
Fame	torpedo boat destroyer	380	6	5700	Captain Hon. Walter O. Stopford	Wellington
Farallone	cruiser, 2nd class	1880	12	3200	Reserve	Wellington
Glory	battleship, 1st class	12,870	42	13,500	Lieut. Comdr. J. M. Riadore	Wellington
Handy	torpedo boat destroyer	275	6	4000	Captain W. B. Fackner	Wellington
Hart	torpedo boat destroyer	275	6	4000	Lieut. Comdr. A. Gregory	Wellington
Humber	storeship	1040	—	800	Lieut. Comdr. C. P. Melville	Wellington
Iphigenia	cruiser, 3rd class	3600	17	9000	Captain Francis G. Kirby	Wellington
Janus	torpedo boat destroyer	280	6	3900	Lieut. Comdr. F. B. Noble	Wellington
Janus	river gunboat	—	4	—	Captain T. G. Greet	Wellington
Kinshasa	cruiser, 1st class	14,100	18	31,500	Reserve	Wellington
Leviathan	river gunboat	180	2	800	Comdr. John Nicholas	Wellington
Moorehead	battleship, 1st class	12,850	42	13,500	Comdr. C. E. Meure	Wellington
Otter	torpedo boat destroyer	350	6	4300	Comdr. V. Van	Wellington
Phoenix	ship	1015	6	1400	Lieut. Com. H. P. Atay	Wellington
Rambling	surveying-vessel	885	6	850	Capt. G. H. H. Moore	Wellington
Rinaldo	ship	880	10	1400	Lieut. Comdr. Davidson	Wellington
Robin	river gunboat	85	2	240	Fleet Reserve	Wellington
Rosario	ship	880	10	1400	Commodore Diakon	Wellington
Sandpiper	river gunboat	85	2	240	Lieut. Comdr. M. V. Dugmore	Wellington
Sirius	cruiser, 2nd class	3600	8	9000	Capt. J. A. C. Wilkinson	Wellington
Snipe	river gunboat	85	2	240	Capt. J. A. C. Wilkinson	Wellington
Taku	torpedo boat destroyer	250	6	6500	Capt. Louis Stuart, C.M.G.	Wellington
Tamar	receiving ship	4600	8	—	Comdr. S. St. John Farquhar	Wellington
Teal	river gunboat	180	2	800	Reserve	Wellington
Thetis	cruiser, 2nd class	3400	8	9000	Comdr. Ernest O. Hardy	Wellington
Thetis	coast defence gunboat	353	2	800	In Reserve	Wellington
Unguis	battleship, 1st class	12,850	42	13,500	Lieut. Com. O. W. Wrightson	Wellington
Vestal	ship	955	6	6500	Lieut. Com. Wason	Wellington
Virago	torpedo boat destroyer	350	6	6500	—	Wellington
Waterwitch	surveying ship	420	—	460	—	Wellington
Whiting	torpedo boat destroyer	280	6	3900	—	Wellington
Woodcock	river gunboat	150	2	500	—	Wellington
Wolverine	river gunboat	150	2	500	—	Wellington

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief

+ Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station

Name.	Place and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grunenberg	Shanghai
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirtl	Japan
Acheron	French armoured gunboat	1796	10	1700	Comdr. Lafarriere	Saigon
Alouette	French gunboat	300	7	400	Lieut. A. Varney	Saigon
Argus	French gunboat	123	—	500	Lieut. Orsini	Canton
Aspin	French gunboat	475	8	450	Lieut. Journe	Saigon
Avalanche	French gunboat	140	5	150	—	Hai Phong
Bengali	French gunboat	580	6	400	—	Tourane
Bugard	French cruiser	3740	29	9000	Capt. Leuvre	Saigon
Care-tete	French gunboat	5	140	—	—	Saigon
Chateaufort	French gunboat	8018	18	17,000	Captain V. Poldine	Hongkong
Comete	French gunboat	525	4	438	Commodore Local	Hai Phong
Decade	French gunboat	690	10	900	Commodore L'Ea	Shanghai
D'Assas	French cruiser	4000	31	9500	—	Saigon
Ratou	French gunboat	350	7	300	Lieut. Jehenne	Hai Phong
Frederic	French destroyer	9376	36	20,200	—	Shanghai
Guyard	French cruiser	307	7	300	Lieut. Comdr. Beaussant	Hai Phong
Henri Riviere	French gunboat	307	7	300	Commodore Le Galle	Shanghai
Javeline	French gunboat	1350	6	2900	Captain Oros	Shanghai
Korstant	French cruiser	9700	12	19,600	Capt. Houet	Shanghai
Montcalm	French gunboat	4015	27	8000	Comdr. Senos	Shanghai
Oleg	French cruiser	9437	8	8700	Capt. Vincent	Saigon
Pascal	French cruiser	1796	10	1700	Captain Gubertan	Shanghai
Redoutable	French cruiser	9558	—	20,000	Lieut. Houle	Shanghai
Styx	French gunboat	221	2	400	Captain Blondel	Saigon
Sully	French gunboat	123	7	500	Lieut. Carol	Hongkong
Surprise	French gunboat	—	—	—	—	—
Teking	French cruiser	6150	23	4660	Captain Blondel	Saigon
Vauban	French gunboat	123	7	500	Lieut. Carol	Hongkong
Vigilante	French gunboat	—	—	—	—	—
Bussard	German cruiser	1857	15	2900	Comdr. Huss	—
Fatherland	German cruiser	—	—	—	Capt. Von Bulow	Shanghai
Furst Bismarck	German flag ship	11,000	36	14,000	Captain Frowe	Shanghai
Gaer	German cruiser	1778	15	2900	Comdr. von Studnitz	Shanghai
Hadra	German cruiser	6230	34	10,000	Capt. Schroeder	Tientsin
Hertha	German cruiser	6500	37	10,000	Capt. Baron Schimmelmann	Kiut-chow
Ilia	German gunboat	1000	10	1300	Comdr. Baron von M. Hüllessem	Nanking
Jaguar	German gunboat	900	10	1300	Comdr. Wilbrandt	Shanghai
Luetha	German gunboat	850	10	1344	Comdr. Krencke	Shanghai
Möwe	German gunboat	1009	8	875	Comdr. Grumbkow	Canton
Neosidler	German gunboat	1840	15	2900	Comdr. Persius	Tientsin
Thetis	German cruiser	2660	24	8000	Captain Voigt	Shanghai
Tiger	German gunboat	900	10	1300	Comdr. Detmold	Amoy
Tingtau	German gunboat	170	5	1300	Comdr. Giebbler	Canton
Vorwarts	German gunboat	—	8	500	Lieut. Scharf	Shanghai
Elba	Italian cruiser	3300	10	7471	Captain Borost Ricci	Hongkong
Marco Polo	Italian cruiser	3800	—	—	Captain Presbitero	Shanghai
Puglia	Italian cruiser	2498	20	7000	Capt. Pescotto	Obolupus
Adamastor	Portuguese cruiser	1990	14	4000	Captain d'Antas Ribeiro	Shanghai
Diu	Portuguese gunboat	720	—	—	Captain Coutinho	Macau
Vasco de Gama	Portuguese cruiser	3215	20	8000	Capt. Manuel Vasco de Carvalho	Shanghai
Alcott	Russian gunboat	310	6	730	Comdr. Guinter	Vladivostok
Amare	Russian cruiser	2900	5	4700	Comdr. Gramschickoff	Port Arthur
Asold	Russian cruiser	6000	27	24,000	Capt. Reitzenschein	Shanghai
Bayan	Russian cruiser	7800	10	16,500	—	Port Arthur
Bolze	Russian gunboat	1050	8	1150	Comdr. Erjckovitch	—
Bogstye	Russian cruiser	6840	12	19,500	—	—
Diana	Russian cruiser	6751	6	8900	—	Saigon
Dight	Russian gunboat	1456	3	1700	Capt. Nasrowsky	Port Arthur
Guidamak	Russian gunboat	500	9	3500	Comdr. Yovifoff	Port Arthur
Jermistachy	Russian gunboat	1459	6	2000	Comdr. Zagarauky	—
Kashob	Russian gunboat	1000	6	1000	Captain Jessen	Vladivostok
Guilak	Russian gunboat	1294	7	1400	Comdr. Shumoff	—
Mandjour	Russian gunboat	3000	6	17,000	Commander Crown	Shanghai
Norik	Russian cruiser	1490	6	2900	Comdr. Vasiloff	Shanghai
Onyany	Russian gunboat	12,674	16	14,500	Captain Koroleff	Port Arthur
Petroviev	Russian battleship	10,960	16	10,900	Captain Jakovlev	Sank
Petroviovlovk	Russian battleship	12,674	16	14,500	Capt. Zatsaroff	Damaged
Pobeda	Russian battleship	10,960	16	10,900	Captain Oseroff	Port Arthur
Polaris	Russian cruiser	1264	10	1788	Comdr. Liven	Port Arthur
Redoubtles	Russian cruiser	12,900	16	16,000	Captain Sepeleminpoff	Vladivostok
Retvian	Russian battleship	10,960	16	10,900	Capt. Sepeleminpoff	—
Rossia	Russian protected cruiser	12,900	16	10,900	Capt. Sepeleminpoff	—
Rurik	Russian protected cruiser	10,960	16	10,900	Captain Sepeleminpoff	—
Savastop	Russian battleship	950	2	1125	Lieut. Comdr. Ivanoff	Port Arthur
Slatch	Russian gunboat	500	9	3300	Comdr. Zagarauky-Klase	Port Arthur
Yednik	Russian cruiser	1260	16	1194	Comdr. Abramoff	Port Arthur
Zabiyals	Russian cruiser	—	—	—	—	—
Albany	U. S. cruiser	3769	28	7500	Capt. Dyer	Cavite
Annapolis	U. S. gunboat	1009	12	1222	Capt. Reitz	Shanghai
Bridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. G. Williams	Shanghai
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Shanghai
Calico	U. S. gunboat	2-5	10	600	Lieut. Diamaker	Hongkong
Chaney	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jessop	Shanghai
Cincinnati	U. S. cruiser	3213	19	7500	Comdr. Hugo Osterhous	Shanghai
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. H. E. Arnold	Shanghai
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Shanghai
Eleono	U. S. gunboat	1332	9	2500	Capt. J. H. Hood	Shanghai
Helena	U. S. gunboat	420	8	1988	Comdr. P. E. Sargy	Shanghai
Honolulu	U. S. monitor	3996	6	3000	Captain Mahan	Hongkong
Monterey	U. S. monitor	4084	4	5244	Comdr. J. B. Milhen	Cavite
New Orleans	U. S. cruiser	3487	20	7500	Commodore G. B. Harber	Shanghai
Oregon	U. S. cruiser	10,538	45	11,111	Captain Burwell	Shanghai
Pampana	U. S. gunboat	2-11	3	250	Ensign J. E. Bae	Cavite
Parang	U. S. gunboat	201	3	250	Capt. Bae	Cavite
Rainbow	U. S. gunboat	4000	14	2500	Capt. J. B. Collins	Cavite
Rainbow	U. S. gunboat	3213	18	7500	Capt. Marshall	Shanghai
Rainbow	U. S. gunboat	4098	27	9913	Captain Verry	Cavite
San Francisco	U. S. cruiser	1000	13	1118	Commodore Marshall	Shanghai
Victoria	U. S. cruiser	347	8	530	Lieut. H. A. Wiley	Shanghai
Villalobos	U. S. gunboat	1397	9	1894	Commodore A. W. Dodd	Shanghai
Wilmington	U. S. gunboat	12,000	50	12,509	Captain Clover	Shanghai
Wisconsin	U. S. flag ship	—	—	—	—	—

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ELECTRO-PLATED,
GLASS and
CHINA WARES.

PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

WM. POWELL,

LIMITED.

- SMART -

DRESSMAKING

Latest

FRENCH,

ENGLISH,

and

AMERICAN

FASHIONS.

CUT, FIT,
and STYLE

GUARANTEED.

WM. POWELL, Ltd.

(The Centre of Fashion)

ALEXANDRA

BUILDINGS.



TELEPHONE NO. 135.
THREE PLACED WHISKIES:

1st—KING EDWARD VII.

VERY OLD LIQUEUR

Gold Label\$22.00

2nd—KING EDWARD VII.

LIQUEUR

White Label... ..\$18.50

A Good 3rd—

'CLUB' \$15.00

A Whisky that is perfect with 'TAN-SAN' Water.

SOLE AGENTS:

H. PRICE & CO.,

12, Queen's Road Central.

MEMOS. FOR TO-MORROW.

Auction.

2.30 p.m.—Auction of Japanese Curios, &c., at Mr. V. L. Remedios' Sales Rooms.

Miscellaneous.

2.30 p.m.—Spoons Competition of The Hongkong Rifle Association.

General Memoranda.

SUNDAY, September 11—

Goods per *Hendrick* undelivered after this date subject to rent.

MONDAY, September 12—

Goods per *Hendrick* not cleared on this date subject to rent.

TUESDAY, September 13—

Goods per *Hendrick* not cleared on this date subject to rent.

WEDNESDAY, September 14—

12.15—Meeting of Shareholders of The Hongkong & Kowloon Wharf & Godown Co., Ltd., at Messrs. Jardine, Matheson & Company's Offices.

SATURDAY, September 24—

Noon—Meeting of The National Bank of China, Ltd., at the Bank Premises.

WEDNESDAY, September 28—

Transfer Books of A. S. Watson Co., Ltd. closed from this date to 8th October, inclusive.

SATURDAY, October 1—

Fourth Meeting of Hongkong Gymkhana Club at Race Course.

**A. S. WATSON & CO., LIMITED,**

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

THE FINE**MELLOW****FLAVOUR**

OF OUR CELEBRATED

E BLEND

VERY OLD LIQUEUR

SCOTCH**WHISKY**

IS ATTAINED ONLY BY

GREAT AGE,

being thoroughly matur-

ed and Superior Quality

Uniformly Maintained.

Price \$16.50 Per Dozen

A. S. WATSON & Co., Limited,**ALEXANDRA**

BUILDINGS.

BIRTH.
On the 1st of September, at 17, Avenue Paul Brunot, Shanghai, the wife of F. W. Fowler, of a Daughter.

MARRIAGE.
At the Presbyterian Church, Singapore, on September 1st, by the Rev. Stephen S. Walker, M.A., FLORENCE MAUD (widow of the late G. Telfer Mackie, Glasgow) to JAMES KELLY, Chief Engineer Col. Govt. steamer *See Mien*.

DEATH.
At the Peak Hospital, Hongkong, on the 8th of September, 1904, Ada Hunt, PHARRIS DICKSON, aged 32 years (late of Bootle, Liverpool), beloved wife of Robert Dickson, Quarry Bay. Deeply regretted.

The publication of this issue commenced at 5.30 p.m.

The China Mail.

HONGKONG, FRIDAY, SEPTEMBER 9, 1904.

EDITORIAL COMMENT.

Energetic iconoclasts at

HOLIDAYS. Home are endeavouring to abolish the summer

holidays in Elementary schools. Hol-

idays, it is urged, distract the children

and throw them for a whole month

into the streets and less desirable as-

sociations than the school affords. Boys

and girls learn more mischief during the

month that they loaf at street corners,

than they learn of true religion and

virtue during the rest of the year. Why

not extend the principle and abolish

holidays altogether? It is true that

many of us are not sorry when a

holiday begins, but we are all most

assuredly glad when it is over. Every-

one knows the excited hopes with

which a family or an individual sets out

for a pleasure jaunt, and the very dif-

ferent frame of mind in which they re-

turn, after realising that life would be

tolerable but for its amusements. The

four bank holidays are notorious. You

may find a few who enjoy them, but

very few who enjoy the next day. Still,

we must admit that holidays have their

mission.

The desire on the part of

JUVENILE somebody or other to

SMOKING suppress juvenile smok-

ing seems to turn up in

cycles at various spots in the world.

Mr. Rigg has succeeded in getting his

bill before the House of Commons, and

the *Church Times* is kind enough, in

supporting the idea, to suggest that all

young people found smoking should be

banned! This is an extreme example

of how grandiosely some people can

be. Most of us can recollect our own

grandmothers holding similar views, and

perhaps occasionally successfully manag-

ing to put the ideas into practice. Jed-

ediah Cleishobotham, the worthy

schoolmaster of Underclough, believed

that in any case of discipline, it was

always best to go to the bottom at

once, but smoking is certainly not a

crime of such magnitude that it should

receive a punishment analogous to that

allotted to robbery with violence. In

fact Mr. Rigg is out of date, and the

Church Times even more so. Children

are not whipped now. In most of our

boyhood's happy days a birch could be

bought for a penny at any little shop.

And insult was added to injury by most

of us being sent out to buy one for our-

selves. Now it is doubtful if a shop

could be found which sells such things.

Mr. Rigg's ten-shilling fine on the

parents of any youth under sixteen

found smoking is not much better. It

may be a moral reform, but it is not

twentieth century, anyhow.

Kang Yu Wei.

The eminent leader of the Chinese Re-

form Party, Kang Yu Wei, who acted as

adviser to the Emperor of China in the

period which preceded the Peking coup of

1893, recently arrived in London and has

been staying at the Hotel Cecil. He pro-

poses to further study British institutions

and methods of government. He paid a

visit to the House of Commons on August

3 and was conducted over the precincts.

Alice Memorial Hospital.

The Hon. Treasurer of the Alice

Memorial and Netherdale Hospitals begs

to acknowledge with thanks the follow-

ing donations to the Fund of the Hospital:

Yan Shang\$ 5

Ui Shing Ling\$ 5

Shing Un\$ 5

Fon Kat\$ 5

Wing Cheung Shing\$ 5

Yau Kee\$ 5

Wing On\$ 5

Teung On\$ 5

Ming San\$ 5

Shing Tak\$ 5

Sui Kat\$ 5

Hung U\$ 5

Fuk Tai\$ 5

Shi Lung\$ 5

Shi Un\$ 5

Lai Kiu\$ 5

Wing Shang\$ 5

A BUNDANT EVIDENCE can be pro-

duced that Chamberlain's Pain-Balm

will positively relieve rheumatic pain as

well as being unexcelled for cuts, bruises

and burns. Put this by A. S. Watson &

Waxman & Co., Ltd., General Agents.

LOCAL AND GENERAL.**New Buildings.**

In yesterday's issue we announced that it is proposed to call the new buildings at the corner of Lee House Street and the Praya St. George's Buildings. It is proposed to call the other buildings near by King's Buildings; York Buildings; and Royal Buildings.

A Contractor Fined.

The Sanitary Board's contractor was again in trouble, at the Magistracy this morning, being charged with allowing his night soil boats to lay alongside of the Praya during prohibited hours. Mr. O. D. Thomson appeared for the defendant and entered a plea of guilty, on his behalf. It was stated that the boats were lying alongside of the Praya at 2 p.m., the only time at which they were allowed to do so being between 1 a.m. and 8 a.m. Mr. Thomson said that the defendant had lost a number of his boats in the recent typhoon, and was consequently unable to deal with the work as expeditiously as formerly. He asked for a small penalty. Mr. J. H. Kemp imposed a fine of \$100.

Mixing Milk.

At the Sanitary Board's meeting yesterday a statement of the results of the analyses by the Government Analyst of two samples of fresh milk bought at No. 40, Cochrane Street, and 57, Elgin Road, Kowloon, respectively was laid on the table. The sample from 40, Cochrane Street, was genuine milk, but the analysis of the milk from 57, Elgin Road, showed that the milk was not perfectly mixed before delivery to the purchaser, and the analyst could not express an opinion as to its genuineness. Mr. Pollock inquired: What is meant by milk not being 'perfectly mixed'? Mr. Hewitt: If, as I gather, the Elgin Road milk has been doctored, cannot the seller be prosecuted in view of the opinion given by the analyst? The President, in answer to Mr. Pollock, said the phrase meant that the milk had been taken from the top of the can, which was more creamy than the bottom. This was milk bought in bottles. It had not been properly mixed before being bottled, and contained too much fat.

A Stowaway's Complaint.

A good many unkind things have, at one time and another, been said about the members of the local Police Force, and this morning they were unfavourably contrasted with the members of the law at Shanghai. The local police were unsympathetic, unkind, and generally disinclined to lighten the burdens of a fellow-sufferer. Below, was the burden of a complaint, made by Matthew Lyons, at the Magistracy this morning, while the officers at Shanghai were genial, good-hearted, and all-round jolly good fellows. Lyons was charged with having stowed away on board of a steamer from Shanghai to this port, and on being convicted and fined \$100, he apologized to Mr. J. H. Kemp for over coming near Hongkong, and assured him that he would not have done so had he known what an inhospitable place it was. In Shanghai he spent six months on the beach, and never had a better time in his life. Plenty of 'chow' and clothes, and in fact everything that a man could want. The fine was not forthcoming, so that Lyons will have a month in Victoria Gaol in which to repent of his rashness in visiting our shores.

A Noisy Trade.

At the instance of Mr. G. C. O. Master, Inspector Gauld of Wanchai Police Station proceeded against D. McDonald, proprietor of the Bowington Iron Works, at the Magistracy this morning, for carrying on a noisy trade after sunset calculated to disturb the tranquillity of the district. Mr. G. C. O. Master, solicitor, said that his house was in the vicinity of the defendant's iron works. Last Saturday night he went home a little after 11 o'clock and heard a sound of hammering, as if with a sledge hammer on a boiler or some other iron work. The hammering continued until 1 o'clock and he kept witness awake until that time. It might have gone on longer, but witness fell asleep about 1 o'clock. He mentioned the matter to the police next day, but on Monday night the hammering commenced again a little after 9 o'clock and kept witness awake until 10 o'clock. He had occasion to complain of the noise before, but never said anything until it became very bad. P. O. 88 said that at 10 p.m. on August 4 the noise proceeding from the defendant's place attracted his attention from Wanchai Road. It was a loud hammering as if some heavy iron work was being carried on. The defendant's foreman, who appeared for him, said that they had some work to do for a ship that was leaving port on the dates in question, and had to work at night in order to finish it. Mr. J. H. Kemp imposed a fine of \$75, which was at once paid.

COULD SCARCELY WALK.

Mr. G. S. Purton, a resident of Kyneton, Victoria, Australia, says: "Some time ago I was attacked with severe pains and stiffness in my legs, which affected me so that I could scarcely walk, when I was recommended to try a bottle of Chamberlain's Pain-Balm by our local chemist, Mr. Stredwick. I have used it once a day since, and have experienced wonderful relief. I am indeed grateful for the good it has done me and shall be happy to recommend Chamberlain's Pain-Balm to anyone suffering from a similar complaint. For sale by A. S. Watson & Co., Ltd., General Agents."

LOCAL AND GENERAL.**Ambulance Lectures.**

We have been requested to remind ladies who wish to enter for the Ambulance lectures recently advertised in our columns that they should send in their names to the Hon. Secretary (Rev. F. T. Johnson) before September 16th.

Bicksha Coolies Fined.

Two bicksha coolies were fined \$7 each, at the Magistracy this morning, for refusing hire. The complainant, an officer of the Court, stated that he wanted a ricksha, about 11.30 on Monday night last, and saw a number of them in Queen's Road. He told them, in Chinese, that he wanted to go East, but they refused to take him because they lived at the West end of the City. One of the coolies said afterwards that he was waiting for his master, but would not give his name, or state whether he was a European or Chinese.

Trouble in a Restaurant.

A serious conflagration was narrowly averted at a Wellington Street restaurant last evening. It appeared that a number of Chinese met at the restaurant and quarrelled about something, and unnoticed by the others one of their number, who had been worked up into a fit of a passion, went out on to the verandah, and after piling up a number of tables and chairs poured kerosene over them and set fire to the pile. The blaze at once attracted attention and was put out before much damage was done, but the incident created a great deal of excitement in the restaurant. The man was arrested, and brought to the Magistracy this morning, when he was remanded until Wednesday next.

A Prisoner Escapes.

'There's many a slip twixt the cup and the lip' is a proverb which might well be localised to read between the dock and the gaol, as applied to the Magistracy, for yet another prisoner has escaped from the precincts of the Court. In this instance a man was in the dock yesterday afternoon on a charge of burglary and was remanded until to-day. Preparatory to being taken to the cells he was conducted, by an Indian constable, to the waiting room while the papers in connection with the case were being attended to. The constable, it is stated, remained in the room the whole time with the prisoner, but must have been indulging in a day dream, for when he came to look for his charge he found that he had disappeared. Since that he has not been seen, although the constable has ever since been looking for him. A somewhat similar incident occurred in the Court this morning, although not of nearly such a serious nature. Two men had been detected by the Court Usher smoking in the Court and were ordered to be detained by Mr. J. H. Kemp. They were put at the back of the Court to wait till some of the cases were disposed of, but soon found an opportunity of escaping and when wanted also were missing. A third man was found smoking in the Court this afternoon, and to make sure of him he was placed in the dock.

Notes by the Way.

The Bishop of Southwell, Dr. George Ridding, is dead.

There were 2,369 Russian prisoners in Japan at the end of August.

The Government has been notified of the removal of quarantine restrictions against Hongkong at Saigon and Singapore.

Work is going on night and day at Vladivostok on the repairs to the *Russo* and *Gromobol*, and the *Bogatyir* repairs are completed.

When Mr. J. O. Anthoniz returns to Singapore from leave he will act as Colonial Treasurer in the place of Hon. R. C. F. Funnay, who will act as Colonial Secretary for the Hon. W. T. Taylor when the latter goes shortly to Kuala Lumpur to be Resident General of the Federated Malay States, on the retirement of Sir William Treacher.

The German Navy.

The strength of the German Naval establishment is to be raised to 38,000 officials and men during the current financial year. This represents an increase of 2340 officers and men as compared with 1902.

Anti-Catholic Uprising.

A serious anti-Catholic disturbance has arisen in the Shuihoufu Prefecture of North Kiangsi. The prefect was imprisoned for three weeks by malcontents, and the Governor of the Province has issued instructions to exterminate the whole clan with the leaders in this uprising.

The Post Office and the P. and O. Company.

The text of a contract, dated July 25, 1904, between the Postmaster General and the Peninsular and Oriental Steam Navigation Company for the conveyance of the East India, China, and Australia mails, which is supplemental to the contract of May 25, 1897, was issued as a Parliamentary White Paper on August 12. The publication also includes a copy of the Treasury minute on the subject, which states that by this new agreement the present arrangement with the Company is continued, subject to certain alterations, for a period of three years from February 1, 1910, to January 31, 1913, but power is reserved to the Postmaster General to extend the period to either five or seven years. The alterations referred to are as follows:—An acceleration of the service by 24 hours each way, subject to an extension of the south-west monsoon allowance from 24 hours to 36; an increase in the yearly subsidy from £250,000 to £340,000, the latter sum being, however, subject to reduction in £235,000 or £215,000 with retrospective effect, for the whole period in the event of the extension of the contract to five or seven years respectively. The Company reserves to itself the liberty to abandon the contract in the event of a material increase in the cost of the service, but it is not to be entitled to the subsidy in such an event.

BY TELEGRAPH.**THE RUSSO-JAPANESE WAR.**

[REUTERS SERVICE.]

THE RUSSIAN VOLUNTEER CRUISE.

London, September 7.

Reuter's correspondent at Zanzibar wires that the cruiser *Forbes* delivered the Tan's orders to the *Peterburg* and the *Smolensk*, which have now left on their return to Europe.

THE PRESS ON THE WAR.

The Daily Telegraph says the Japanese triumph is one of the most extraordinary feats of arms ever performed by any people, and stands alone in the long history of the East. Japan has vindicated her claim to be a great Power once for all.

THE COMMAND OF THE PORT ARTHUR SQUADRON.

Reuter's correspondent in St. Petersburg wires that Captain Wirren, commanding the *Jajon*, replaces Captain Ukhomsky in command of the Port Arthur squadron.

KUROPATKIN AT MUKDEN.

General Kuropatkin and the bulk of the Russians have reached Mukden, where a temporary halt will be made and the defences manned. The Japanese to the westward now constitute the main menace, but the Russians are leading them off.

Reuter's correspondent in Mukden wired on the 6th instant that the Russian army was in constant danger yesterday and yesterday of being cut off; the Japanese shelled them continuously from the hills.

THE SHATTERED ARMY.

[MANILA CABLENEWS SERVICE.]

Fights North of Liaoyang.

Shipping.

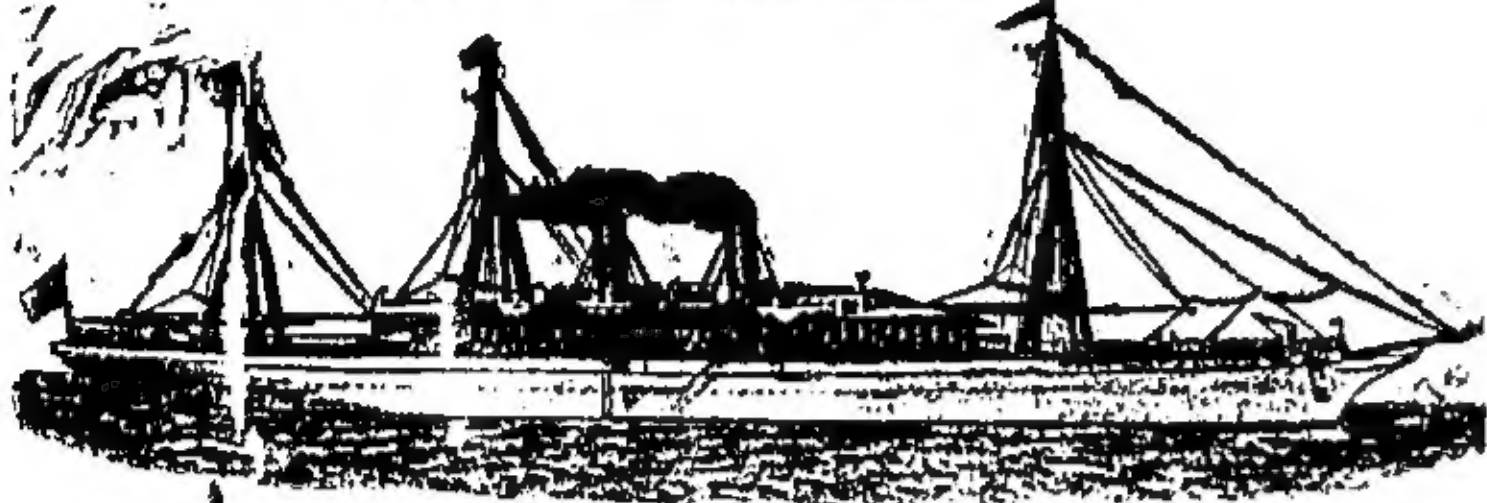
PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned Ports on the DATE

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	Chusan, H. G. H. LEWELLEN	Noon, 10th September.	See Special Advertisement
YAMA, Via SHAI, MOJI & KORE (passing through the Straits)	Manda, H. G. H. LEWELLEN	About 10th September.	Freight only.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

F. & O. S. N. Co.'s Office,
Hongkong, September 7, 1904.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.

Imperial Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
R.M.S. EMPRESS OF JAPAN	6000	WEDNESDAY, Sept. 21, 1904.	
R.M.S. ATHENIAN	3882	WEDNESDAY, Oct. 12.	
R.M.S. EMPRESS OF CHINA	6000	WEDNESDAY, Oct. 19.	
R.M.S. TARTAR	4425	WEDNESDAY, Nov. 2.	
R.M.S. EMPRESS OF INDIA	6000	WEDNESDAY, Nov. 16.	

Hongkong to London, 1st Class, via St. Lawrence £60, via New York £82.
and 1st Class Rail, " " £40, " " £42.THE magnificent EMPRESS STEAMSHIPS passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
COUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Government.For further information, apply to
D. W. CRADDOCK, Acting General Agent,
FEDDER STREET.PORTLAND AND ASIATIC
STEAMSHIP COMPANY.HATFIELD FROM HONGKONG, via INLAND SEA OF JAPAN,
MOJI, KORE & YOKOHAMA: FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
ARAGONIA	4518	SCHULTZ	Sept. 14, 1904.
NIMANTIA	4370		Oct. 10, 1904.
NICOMEDIA	4370	WAGNER	Oct. 27, 1904.
ARABIA	4483	BAILEY	Nov. 19, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, August 30, 1904.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSAI, Via SWATOW AND AMOY.	FRITHOF, Capt. H. A. HANSEN.	SUNDAY, 11th Sept., at 10 a.m.
FOOCHOW, Via SWATOW AND AMOY.	TRIUMPH, Capt. A. HANSEN.	WEDNESDAY, Sept. 14, at 10 a.m.
TAMSAI, Via SWATOW AND AMOY.	M. STUVE, Capt. T. BRANDT.	SUNDAY, 18th Sept., at 10 a.m.

On account of the present state of political affairs, all the Company's new Steamers
have been requisitioned for Transport Service, and the above named chartered
Steamers have been secured instead for maintenance of the Company's Coastal Service,
as soon as the state of Affairs permit the Company will resume running with its special-
ly designed new Steamers.For Freight, Passage and further information, apply at the Co.'s local Branch
Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, September 6, 1904.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMAVIA
MOJI, KORE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
PLEIADES	3753	Purinton	September 17.
SHAWMUT	3606	W. M. Smith	September 24.
TREMONT	3606	T. W. Garlick	October 1.

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT 3606 tons | Capt. T. W. Garlick | About 15th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.The Twin-screw s.s. Shawmut and Tremont have just been fitted with very superior
accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-
dry. Cargo carried in cold storage.PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply toDodwell & Co., Limited,
GENERAL AGENTS.QUEEN'S BUILDINGS,
Hongkong, September 5, 1904.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED,

AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	PINGROUY	17th September.
GLASGOW AND LIVERPOOL	ACHILLES	24th September.
GLASGOW AND LIVERPOOL	DEUCALION	1st October.
GLASGOW AND LIVERPOOL	ULYBES	8th October.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	13th September.
* GENOA, MARSEILLES & LIVERPOOL	DOGENEUS	22nd September.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	27th September.
LONDON, AMSTERDAM & ANTWERP	PATROCLES	11th October.
* GENOA, MARSEILLES & LIVERPOOL	ALCIBIOUS	22nd October.
LONDON, AMSTERDAM & ANTWERP	PINGROUY	25th October.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS via NAGASAKI, KORE & YOKOHAMA	DEUCALION	3rd October.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 3, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
CEBU AND HLOIA	KAIPOK	12th September.
MANILA	TEAN	13th September.
KORE	CHINGTU	14th September.
PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELB URNE	CHANGHUA	18th September.

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.
A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and
Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, September 9, 1904.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila. Saloon amidships.
—Electric Light—Perfect Cuisine—Surgeon
and Stewardsess carried.—All the most up-to-date arrange-
ments for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	R. Rodger	Manila Direct	Sept. 17, at 10 a.m.
RUBI	2540	R. W. Almond	Manila Direct	Sept. 24, at 10 a.m.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, September 3, 1904.

SOUTH AFRICAN LINE OF
STEAMERS.HONGKONG DIRECT (or via CHIN-WAN-TAO or CHEFOO) to
DURBAN, NATAL.

The following Chartered Steamers will run at intervals of about 3 Weeks—

S.S. SWANLEY	...	Captain J. P. DAWSON.
S.S. COURTLEY	...	" J. W. MARTIN.
S.S. ORANLEY	...	" W. E. STEELE.
S.S. IKBAL	...	" M. ROBERTSON.
S.S. ASCOT	...	" C. E. COX.
S.S. TWEEDDALE	...	" T. M. MILNE.
S.S. LUTHER	...	" J. G. WILLIAMSON.
S.S. INKUM	...	" E. S. PEARSE.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 5, 1904.

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

EASTERN

Captain ELLIS, will be despatched for
the above Ports on SATURDAY, the 17th
September, at Noon.This well-known Steamer is specially
fitted for Passengers, and has a Refrigerat-
ing Chamber, which ensures the supply of
Fresh Provisions, Ice, &c., throughout the
voyage.This Steamer is installed throughout with
the Electric Light.A Stewardsess and a duly qualified Sur-
geon are carried.N.B.—To ensure the additional comfort
of passengers the steamers of the Company
have electric fans fitted in state-rooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, August 18, 1904.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

ARRATOON APOAR,

Captain E. FRY, will be despatched for
the above Ports on TUESDAY, the 13th
Inst., at 5 p.m.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd.,
Agents.

Hongkong, September 5, 1904.

'SHIRE' LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND
ANTWERP.

THE Company's Steamship

MERIONETHSHIRE,

Captain G. C. OWEN, will be despatched
for the above ports on or about FRIDAY,
the 23rd September.This Steamer has Superior Accommo-
dation for Saloon Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, September 7, 1904.

Shipping.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship

HAIMUN,

Captain RONSON, will be despatched for
the above Ports on SATURDAY, the 10th
Inst., at 2 p.m.

For Freight or Passage, apply to

DOUGLAS LAPIRAIK & Co.,
General Managers.

Hongkong, September 7, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK, via SUEZ CANAL.

THE Steamship

EPSOM,

Captain J. Cox, will be despatched for
the above Port on or about MONDAY,
the 12th September.

To be followed by the Steamship

OLYMPIA,

on or about TUESDAY, 18th October.

For Freight, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, September 8, 1904.

COMPAGNIE DES MESSEAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KORE AND
YOKOHAMA.

THE Company's Steamship

AUSTRALIE,

Captain VERNON, will be despatched for
the above ports on or about MONDAY,
the 12th Inst.G. DE CHAMPEAUX,
Agent.

Hongkong, September 6, 1904.

STEAMSHIP SERVICE TO NEW
YORK, via SUEZ CANAL.

(With liberty to call at Philippine Ports).

THE Steamship

BUSSON,

will be despatched on or about THURS-
DAY, the 16th September, 1904.For Freight or further information,
Apply toSTANDARD OIL COMPANY
OF NEW YORK,

Oriental Freight Department.

Hongkong, August 12, 1904.

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

EASTERN,

Captain MOULTON, will be despatched
as above on SATURDAY, the 17th
September, at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating
Chamber which ensures the supply of Fresh
Provisions, Ice, &c., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardsess and a duly qualified Sur-
geon are carried.N.B.—To ensure the additional comfort
of passengers the steamers of the Company
have electric fans fitted in state-rooms.

For Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, August 27, 1904.

AUSTRIAN NAVIGATION
COMPANY.

STEAM FOR

TRIESTE Direct, Calling at
SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEN, SUEZ AND
PORT SAID.(Taking cargo at through rates to the
BRITISH, to SOUTH AFRICA, RED SEA,
BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship

AUSTRIA,

Captain COLLETTI, will be despatched as
above on FRIDAY, the 30th Inst., p.m.For information as to Passage & Freight,
apply toSANDER, WIELER & Co.,
Agents.

Hongkong, September 2, 1904.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAY.

7.50 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

SUNDAY.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 11.00 a.m. Every 10 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

SUNDAY.

Extra cars at 11.00 and 11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, Alexandra Road, Hongkong,
Des Vaux Road Central.JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, June 28, 1904.

Shipping.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGIT, MEDITER-
RANEAN PORTS, PLYMOUTH AND
LONDON.Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CON-
TINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.

THE Steamship CHUSAN, Captain

A. THOMPSON, carrying His Ma-
jesty's Mails, will be despatched from
this for BOMBAY, on SATURDAY, the
10th September, at Noon, taking Passen-
gers and Cargo for the above Ports in con-
nection with the Company's s.s. Mariner,
10,500 tons, from Colombo. Passengers' ac-
commodation in which vessel is secured
before departure from Hongkong.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the mail
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed from Bombay by the R.M.S.
Oriental, due in London on the 23rd Octo-
ber, 1904.Parcels will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, August 29, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM H

Vessels Advertised as Loading

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports	Eastern (a)	Gibb, Livingston & Co.	Sept. 17, at Noon.
Australian Ports	Changahua (a)	Butterfield & Swire	September 18.
Cebu & Iloilo.	Kaifong (a)	Butterfield & Swire	September 18.
Genoa, Mass., I'pool.	Dionemus (a)	Butterfield & Swire	September 22.
Genoa, Mass., I'pool.	Aleinoua (a)	Butterfield & Swire	October 22.
Havre, L'don & A'orp.	Merionethshire (a)	Shewan, Tomes & Co.	about Sept. 23.
Japan	Tillajep (a)	Swire, Japan L'dn	about Sept. 23.
Japan	Timihai (a)	Java-China Japan L'dn	about Sept. 23.
K'be	Chingtu (a)	Butterfield & Swire	September 14.
L'don, Am'dam, A'orp.	Glaucus (a)	Butterfield & Swire	Sept. 13.

N. On, Am'dam, A'or	(e).....	Burfield & Swire	September 27.
N. On, Am'dam, A'or	(e).....	Burfield & Swire	October 11.
N. On, Am'dam, A'or	Pingeye (s)	Burfield & Swire	" "
London, &c.,	Orban (s)	P. & O. S. N. Co.	Sep. 10, at Noon
Marseilles via Saigon.	Ernest Simons (c). .	Messageries Maritimes	Sep. 20, at 1 p.m.
Maëla	Eastern (s)	Gibb, Livingston & Co	About Sept. 16.
Manila	Ten (s)	Dodwell & Co. Limited	About Sept. 18.
Manila	Zafiro (s)	Shewan, Tomes & Co.	About Sept. 19.
Manila	(Ruhi) (s)	Shewan, Tomes & Co.	Sep. 24, at 10 a.m.
Manila	Tean fe) s)	Burfield & Swire	September 18.
New York v. Suva Canal	Atholl (s)	Dodwell & Co. Limited	About Sept. 16.
New York v. Suva Canal	Himal (s)	Dodwell & Co. Limited	About Sept. 30.
New York v. Suva Canal	Himal (s)	Dodwell & Co. Limited	About Sept. 30.
New York v. Suva Canal	Elysium (s)	Shewan, Tomes & Co.	About Sept. 12.
New York v. Suva Canal	Claverburn (s)	Shewan, Tomes & Co.	About Oct. 18.
New York v. Suva Canal	Hudson (s)	Standard Oil Co.	About Sept. 15.
Spore, Pang, Chicutu,	Arreston Apar (s) ..	D. Sassoon, Sons & Co.	Sep. 15, at 3 p.m.
Rhèl, Kote & Y'mn.	Australien (s)	Messageries Maritimes	Sep. 12, at 12 m.
Shanghai, M'iji & Kobe	Tijpanas (s)	Jawa-China Japan Line	September 10.
Rhai and Portland, Or.	Argencia (s)	Portland & A. S. Co.	Sep. 14.
Rhai and Portland, Or.	Nunumts (s)	Portland & A. S. Co.	October 10.
Shanghai, M'iji & Kobe	Tijpanas (s)	Jawa-China Japan Line	September 10.
Show, Amoy & Pechow	Fritjhof (s)	Daska Shoenan Kalaha.	Sep. 11, at 10 a.m.
Show, Amoy & Pechow	Triumph (s)	Daska Shoenan Kalaha.	Sep. 14, at 10 a.m.

Shaw, Amy & Tansu	M. Strue (a.)	Shaka Shoen Kaisha.	Sept. 18, at 2 p.
Shaw, Amy & Tansu	Malman (a.)	Douglas Lepark & Co.	Sept. 10, at 10 a.
Shaw, Amy & Tansu	Shaw (a.)	Shaw & Tansu	September 17,
Victoria B.C., Tacoma	Shawmut (a.)	Douglas & Co. Limited	September 24,
Victoria B.C., Tacoma	Tremont (a.)	Edwell & Co. Limited	October 1,
Vancouver (B.C.), &	Empress of Japan (a.)	Canadian P'ho R. Co.	Sept. 21,
Vancouver (B.C.), &	Athenian (a.)	Canadian P'ho R. Co.	October 12,
Vancouver (B.C.), &	Empress of China (a.)	Canadian P'ho R. Co.	October 18,
Yma, Shui, Mui, Koko	Munila (a.)	P. & Q. S. N. Co.	About Sept. 16.

SHARE LIST—QUOTATIONS

September 9, 1904.

Stocks.	N ^o . of Shares.	Value.	Paid up.	Closing Quotations, Nov 1
BANKS.				
Hongkong and Shanghai Bank Corp.	20,000	£ 125	all	\$261, no news
National Bank of China, Limited ..	19,970	£ 10	£ 8	\$28
	29,856	£ 10	£ 8	\$28
Do. Founders' shares	750	£ 1	£ 1	\$10
MARINE INSURANCE.				
Canton Insurance Office Co., Ltd.	10,000	£ 250	£ 50	\$215, buyers
China Trading Insurance Co., Ltd.	94,000	£ 83.38	£ 25	\$262, sale & sellers
North-China Insurance Co., Ltd.	10,000	£ .15	£ 5	\$16.70, buyers
Union Insurance Society, Ltd.	10,000	£ 250	£ 100	\$263, sales

Yongtong Insurance Association, Ltd.	8,000	100	60	\$130
China Fire Insurance Co. Ltd.	70,000	100	20	\$87, 1/2% & buyers
Hongkong Fire Insurance Co. Ltd.	8,000	250	50	\$830, sellers
TOWNS, ETC.				
Hkong & Whampoa Dock Co. Ltd.	50,000	50	all	\$125, sellers
Goo, Fenwick & Co. Limited.	8,000	25	3	\$125, sellers
China & Lancashire Dock Co., Ltd.	6,000	83	62	\$227, all
S. C. Farmland, Boyd & Co. Ltd.	56,700	175	100	\$1400, 175, buyers
SEA CATTLE, TUGS, ETC.				
China and Manila S. S. Co. Ltd.	30,000	5	50	\$50
British Steamship Co. Limited	70,000	5	50	\$50

H.K. & N. M. Steamboat Co., Ltd.	50,000	16	9	130, sellers
Indo-China S. S. Company, Limited	40,000	2	10	1122, sellers
Star Ferry Company, Ltd.	10,000	10	10	141, sales & buyers
Swill Transport & Trading Co. Ltd.	10,000	10	5	731, sales & buyers
Taku Tug and Lighter Co., Ltd.	8,600	1	1	24, buyers
Shanghai Tug & Lighter Co., Ltd.	200,000	50	50	25, buyers
do, Preference.	100,000	50	50	46, ex div.

REFINERIES.					
China Sugar Company, Limited	20,000	3	100	"	\$210, buyers
Union Sugar Company, Limited. ...	7,000	3	100	"	\$8 1/2
Perak Sugar Cultivation Co., Ltd.	7,000	Tls.	50	T	50 Tls. 60, sales

WHEAT.					
FK. & Kow. Wharf & Godown Co.	30,000	8	50	all	\$113, sales & buyers
Shanghai and Hongkong Wharf Co.	30,100	7 1/2	100	Ts100	Ts. 155, sales
LAND AND BUILDING.					
H. K. Hong Land Investment and Agency Company, Limited	50,000	8	100	100	\$154, sellers
Shanghai Land Investment Co., Li- nowlong Land and Building Com.	52,000	7 1/2	50	Ts. 50	Ts. 112
	-6,000	5	80	30	\$33

Whitwell Land & Building Co., Ltd.	3,754	Ts.	25	Ts.	17.10
Humphreys Estate & Finance Co.	100,000	S	10	all	\$12.00, sellers
West Point Building Co., Limited	50,000	S	10	S	\$2.50, buyers
	12,500	S	50	S	\$61, sellers
TRAMWAYS.					
HK High-Level Tramways Co., Ltd.	1,250	S	100	all	\$300, sales
HOTELS.					
Société Française des Charbon-	18,000	Fcs.	250	all	\$450
nages du Tonkin.	200,000	£	1	18/10	\$67
Ramb Aust. Gold Mining Co., Ltd.	12,000	S	50	all	\$193, buyers
HOTELS, ETC.					
Hongkong Hotel Company, Ltd.,	2,000	Ts.	50	Ts.	15.00
Astor House Hotel, Ltd. (Tientsin).	2,000	Ts.	50	Ts.	15.00
Hotel Co., Ltd. (Shanghai)	2,000	S	25	S	\$25, \$35 div.

A. S. Watson & Co., Limited.	80,000	\$	10	all	\$143. buyers
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Watkins Limited	10,000	\$	10	\$	10	\$89, sales & buyers
LIGHTING.						
W.K. and China Gas Co., Limited	2,000	\$	10	\$	10	\$120, buyers
Shanghai Gas Company, Ltd.	8,000	£10s.	10	£10s.	10	\$170, sales
Tungchow Electric Co., Limited	8,000	\$	10	\$	10	\$135, buyers
New Electric (new issue)	80,000	\$	10	\$	10	\$8½
BRICK AND CEMENT.						
Green Island Cement Co., Ltd.	50,000	\$	10	\$	10	\$30½, sellers
MERCANTILES.						
Rolls Asbestos Eastern Agency, }	8,604	\$	12½	\$	12½	\$5
Unipol Asbestos Oriental Agency, }	100,000	\$	10	\$	4	\$89, buyers
Limited	100,000	\$	10	\$	10	\$180
Thk. Steam Water-hoat Co., Ltd.	7,000	\$	10	\$	10	\$114, buyers

Hongkong Dairy Farm Co., Ltd.	10,000	all	22	all buyers
Wong To Co., Limited	10,000	25	all	220 buyers
Shanghai Woan Co., Ltd.	7,200	all	20	all buyers
Chuan Planting Company, Ltd.	20,000	5	5	\$1 35, sales
Wong Rong Manufacturing Co., Ltd.	10,000	50	all	\$140, sellers
Hongkong Cotton Spinning Co., Ltd.	10,000	10	10	\$12, sellers
Wong Cotton Spinning and Weaving Co., Ltd.	20,000	Tls. 60	Tls. 50	Tls. 30, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 25
Loan-Rung-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 22 1/2
Chao Cotton Spinning Co., Ltd.	2,000	Tls. 500	Tls. 60	Tls. 16 1/2, sellers
Consolidated Loan Mortgage Co. (Private)	70,000	5	10	10 3/4, sales

Commodity	Quantity	Unit	Value	Price Range	Condition
China Broom Company, Ltd.	60,000	12	12	111, buyers	
Campbell, Moore & Co., Limited	1,300	10	all	837, buyers	
Wm. Powell, Ltd.	13,000	10	10	912, buyers	
Shanghai and Hongkong Dyeing	1,300	60	50	350	
and Cleaning Co., Ltd.					
The Canton-Hongkong Ice and Cold Storage Company, Limited	70,000	10	10	910, Nominal	
CIGAR COMPANIES					
Philippine Co., Ltd.	67,500	10	10	694, sellers	
Alhambra Limited	300	1	60	530	915, sellers

Chinese Imperial 1886 x/Dia. 707,200/Dia. 26 7/8 p. none/Fair.

VERNON and SMYTH, Searc-Brokers.

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